

Like a Miracle Pains in Side and Breast Despaired of Help, but Hood's Sarsaparilla Cured.

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Hood's Sarsaparilla, as it was the means of saving his life. Last fall he was taken ill with pains
in his breast and side. He had the best medical
attendance possible, and was treated by the
doctors for some time, but did not realize any

doctors for some time, but did not realize any relief. He could not lay down day or night, and Hood's parille Cures our hopes were fast falling. My aged mother advised a trial of Hood's narsaparilla. He commenced taking the medicine, and to our Great Astonishment,

one bottle cured him of his pains and restored him to perfect beauth. This case has been looked upon by many in this vicinity as nothing short of a miracle." H. H. Walle, Owego, Kansas. Hood's Pills cure liver Ills, constipation, billousness, joundice, sick headache, indigestion

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ADRIFT IN MIDAIR.

A Frenchman's Adventure in Sydney, Australia.

It was near midnight and the gates It was near midnight and the gates of the exposition would soon be closed. In the various pavillons, with their multitudinous attractions, the orchestras were already attacking that "God Save the Queen" of an altogether conventional loyalty without which no British ceremony ends. And as with the aim of getting nearer to the Macquarie fort, where I thought more easily to regain my vessel in the roadstead, I had made the tour of the galleries, I found myself unexpectedly before the circular grating of the captive balloon.

Flaming, but beneath the force of the breaze which had arisen in the evening, quivering greatly, a line of

evening, quivering greatly, a line of gas permitted me yet to read upon the triumphal panel of the monumental gate: "Government of New South Wales, Australian and Universal Expoaltion of Sydney. Captive balloon, after the model of the Parls exposition. Visitors ascend four hundred yards."

One hundred more than at the Place du Carrousel! I felt myself led into

temptation. With my hand directed mechanically toward my vest pocket I had approached still nearer. It was the ticket seller for the aerial voyage who decided me by the apostrophe: "Make haste, gentle-men; it is the last ascension of the

evening!"
Resolutely I threw him the half pound exacted as the price of the pasage, and introduced myself into the ring incumbered with chairs. A loose footbridge formed the communication footbridge formed the communication between the platform and the car sus-pended over a shallow ditch. I passed across it amid the resounding accords of the brasses with a flourish, and scarcely was I installed in the huge osier basket when the footbridge was withdrawn and the door of the car, which was padded on the inside, was closed sgain. The enormous cable, which alone was to bind us to the earth, began to unroll very rapidly on its windlass at the command of the captain.

It was my first aerostatic debut, and,

as I ascended on board the Condor of the Andes, I did not fail to ex-perience a certain apprehension, altogether nervous, a sort of involuntary fright, which, by reasoning and force of will, I was able to control. I had felt at first a great sensation of couptiness; my respiration seemed cut off, and as I knew that I was susceptible to vertigo I only ventured with precau-tion to look over the elbow rest of the

car.

Wholly contrary to my expectations, I found myself instantly at ease. The sides of the osier basket, mounting as high as my breast, seemed to me sufficient protection against my ambition, and, completely reassured, I realized that I was restored to myself.

From that time I looked toward the earth, from which the bailoon was moving away with a rapidity which I judged to be girdly, although it was methodically regulated by the number of turns of the gigantic bobbin of the windlass. In the depths of the night below me I songlat to distinguish the different streets of the city over which we were hovering; and the greater or less intensity of the lights served me as an indicating mark. I made out with less intensity of the lights served me as an indicating mark. I made out with exactitude the park of the exposition, the palace of the governor (Lord Loft-ue), with its double range of canda-labra, then George and King streets, then Circular quay. "Honored monaiser," said the cap-

tain, addressing me, whom, on accing make pinto the car, he had immediately recognized from my uniform as an officer of the French craiser. "do you see down there in the mists of the read-stead the position lights of your ship? "Yes, yea! I see it, captain; man slear's French man-of-war!"

Getting ahead of mine, this coply was thrown by the very fresh voice of a slight and slender woman, who was touching me with her skirt, and whom I had not yet noticed. But I could not judge of the features of the unknown; the balloon, which cast a shadow over the balloon, which cast a shadow over us and seemed like an immense sinister mass of vellum above our heals, pre-vented me from doing so. Nevertheless, from the mere sound of her voice I divined that she was quite young; her diction and accent undenlably pro-claimed that she was of good family and a lady.

and a lady.

I then had the curiosity to ascertain how many traveling companions were with me. I walked through the circular gallery which below the hoop of the netting the car formed around a large empty space, but I found no other trav-eler. And, not without stumbling awkwardly over the bags of ballast of the Condor of the Andes, I speedly re-

turned to the point of departure. We were still ascending. "Three hundred and ten yards!" said the captain, sententiously, pointing out to me the registering barometer fastened close to a small lantern to one

of the ropes.
"The cable can resist a traction of one hundred thousand tons," said the

captain.
"It is truly magnificent!" tranquilly wice of uttered the exceedingly calm voice of

the lady passenger.
"Three hundred and sixty yards!"
announced the aeronaut. Scarcely had he spoken when the bal-

loon stopped for a second as if it had struck against some very soft and clas-tic invisible buffer. Then with a bound, it shot off again into space with an impetuosity wholly new, and after a shock attended with vibrations so riolent that we all three fell on the bags of sand.

Both the female passenger and I be

gan to ask questions.
"What does this mean? What is it? What has happened?"

The captain, who was the first to re-

gain his feet, leaned over the void. "The cable is broken," said he. "We Secretly frightened, but unwilling to

let it be seen, I suid:
"This a captive balloon; will it be strong enough to permit us to land in

mafety?" "There are only three of us and the balloon is inflated for thirty. That's the medium number of passengers. You will have only the annoyance of passing two or three hours more than you calculated in my company, and doubling the incompanions of not welloubtless the inconvenience of not getting back to Sydney until to morrow

morning."
"In that case, captain," I replied, "I am doubly delighted at the accident; the ascension has grown exciting, and we could not desire a more courteous pilot than yourself. Is it not so,

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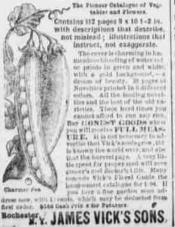
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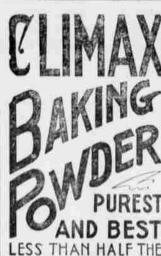


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above outlied come, and to use directed and
delivered, i will On Monday, March 19, A. D. 1894.

at 10 o'clock in the bremson of said day. the front d or of the court house in the ty of Abdenc, Deckinson county, state

Sheriff of Dick muon county, Kacsus e & Bincu. Mission & Bisson, Attorneys for Plaintiff.

A Model Line.

intough the medium of a familiar trade mark regarding the unique und accessful record and popularity of the "Erie Lines," in the safe, and satisfactory handling of the unprecedented transition the World's Fair, also as to the complete transformation of the physical condition of the property. This popular road has been predically rebuilt within the last five condition.

ly rebuilt within the last five years, and nows ranks second to none in point of construction and equipment. Its trains, composed of cars of the latest and most approved type run solid between New Yerk, Boffalo, Niagara Falls, Cleveland, Chicago and Cincinnati. The passenger engines burn anthracite coal, which is d guarantee of freedom from smoke and cinders, and are designed to haul heavy trains at a high rate of speed over a double track road with heavy steel rails resting on a road bed crowned with a deep ballaning of

broken stens.

Last, but not least, is its perfect system of interlocking block safety signals, protecting the line from one end to the other. These modern improvements and appliances place the Erie in the front rank of American

"Miss, if you please," rectified the very slight and sleader lady. "Miss Arabella Lipton, at your service." And she added: "But I shall miss my last car for Wooloomooloo!"

From new vibrations the captain conjectured that we were carrying snapended below us nearly the whole of the lexical carries are strongly and the lexical carries.

the broken cable. Its weight visibly impeded the ascent of the Condor of the Andes, and there was reason to fear that on the descent it would occasion

very grave damages.

The acronaut was, fortunately, prompt in decision. Like a true captain, he armed himself with a penknire, and, hoisting himself over the interior abyse of the esier basket, strove to saw away the thick rope. "How high are we?" he naked, with-

at interrupting his difficult and per-

Hous task.

"Twelve hundred and twenty-five yards," responded Miss Arabelia, getting ahead of me again.

Panting greatly, the aeronaut added, addressing himself to me:
"As soon as the cable is detached with a bound we will ascend to two—"
The sentence remained unfinished.

At a slight ery I turned around, ecasing to observe the barometer. Over the gaping vold I could no longer see either the man or the cable. In the capitain's supreme effort, one drawing the other, both had fallen! Above us, toward the profound night, still stretched the unfathomable space.

I had not much time for pity; the buildon, audienly freed, scaled the infacessable with a produjent pour parents.

accessible with a prodigious bound. And without any lifes of aerial naviga-tion, lost in space and duriness. I found myself alone with an ignorant young girl, as unconscious as she of the canger, unable to attempt the alightest maneuver.

Mate, but terrified-1 divined willout seeing her, for her fingers had plunged their nails into my garments and flesh—Miss Arabella had select my arm. Suddenly she let go her hold to stoop, and I saw that she was throwing our sand overboard.

I was about to grasp her uncere-moniously by the waist-logically con-vinced that unusalisated we would mount higher yet-when of them-selves her arms fell; I realized that she was inert. A prey also to very painful uneasiness, I cast a glance of anguish at the baroineter. The atmospheric pressures had sensibly diminished—we had passed four thousand yards! In the air the oxygen had rarefied. I experienced a servation that already fix perienced a sensation I had already felt

on high summits.
Crawling, I dragged myself to the barometer and saw with terror that the thermometer had gone down to zero-508. That was the equivalent of sixty-five hundred yards in height, the altitude of Chimborazo or of the Konen-Loun chain. By the light of the little lantern I noticed that my hands were growing black and sweiting. My pulse counted the improbable number of one bundred and thirty to one hundred and forty beatings. Simultaneously with an insurmountable desire to sleep, the forerunner of asphyxia, endaveric in-sensibility was gaining possession of me.

I had, however, the will to take the lantern in my hand, but on stretching up to reach it I felt myself enveloped by terrible cold. Ice coated the Condor of the Andes. The mercury of the thermometer had fallen to twenty four degrees below zero.

degrees below zero.

I then clearly comprehended that the end had come, and, without further atriving to recover, closed my eyes and

gave myself up. When I returned to the knowledge of When I returned to the knowledge of things a magnificent moon was illu-minating the night. My eyes, turning mechanically to the rim of the ear, distinguished a small silk balloon fas-tened to a strap. It bore a label: "Oxygen at seventy-five per cent." And it was salvation! My scientific attain-ments embled me to understand this— salvation almost at hand! A few. saivation almost at hand! A few in-halations of that over-oxygenated sir would restore me with life, with strength.

strength.

I selzed the little balloon as quickly as I was capable of doing, and, carefully unscrewing its stopper, applied it to my mouth to breathe. I afterwards thought of Miss Arabella, and introduced the slender neck between her lips, which I saw were horribly black and swollen.

treedily, as she returned to life, I took it from her again, and then ensued between us a strange struggle of ferocious, famished creatures.

Cool now and completely restored, I was considering the quickest way in which to end our adventure. The more so, as, saved from asphyxia and so, as, saved strengthened, Miss Lipton kept shouting in my ears in a deafening tone: "I want to descend, Monsieur Frenchman! I repeat it to you that I want to de-scend!"

Without losing time in answering her, I strove to maneuver the ropes; pulled them one way after another, hoping thus to discover that which communicated with the escape valve. And I evidently succeeded, for Miss Arabella exclaimed, clapping her

We are descending, monsieur; the balloon is descending!

And later when the anchor, which I had finally succeeded in casting overboard, caught in a vineyard in the en-virons of Tonggabbie, she threw her arms around my seek and said to me, between two klasss. "Monsleur, I owe you my life."

A Model Line.

Thave often seen Arabella since then.

Therty' enlightening the world through the medium of a familier she is now my wife, and I must admit that I love her dearly. -- San Francisco

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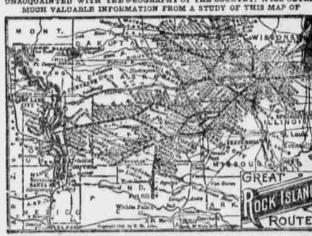
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